

MS. PAMPHLETS
PRESERVATION CENTER

"MULTUM IN PARVO"

THE MINIATURE

Illustrated Railway

GUIDE

CHICAGO AND NEW YORK.

BETWEEN

NEW YORK

Giving the latest

CORRECT TIME TABLES.

Published by the Passenger Dep't.

OF THE
LAKE SHORE & MICHIGAN SOUTHERN

RAILWAY COMPANY.

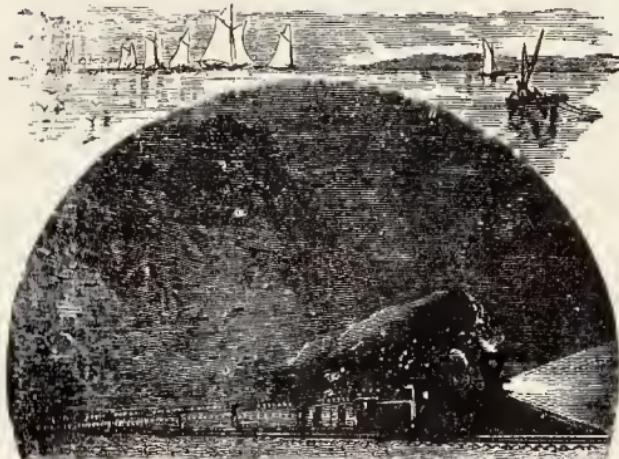
JUNE

1876



INTERIOR VIEW OF PALACE SLEEPING COACH RUN ON THE L. S. & M. S. R'Y.

MINIATURE
ILLUSTRATED RAILWAY GUIDE
OF THE
LAKE SHORE & MICHIGAN SOUTHERN RAILWAY,
THE GREAT SOUTH SHORE ROUTE.



CONTAINS THE LATEST TIME TABLES, DISTANCES, COMPLETE LISTS OF STATIONS,
WITH THE POPULATION OF THE SAME; ALSO, OTHER INFORMATION OF GREAT
INTEREST TO THE TRAVELING PUBLIC AND BUSINESS MEN. ARRANGED,
COMPILED AND CAREFULLY CORRECTED, UNDER THE AU-
THORITIES OF THE PASSENGER DEPARTMENT OF THE
LAKE SHORE & MICHIGAN SOUTHERN
RAILWAY COMPANY,

BY JOHN R. ROBINSON.

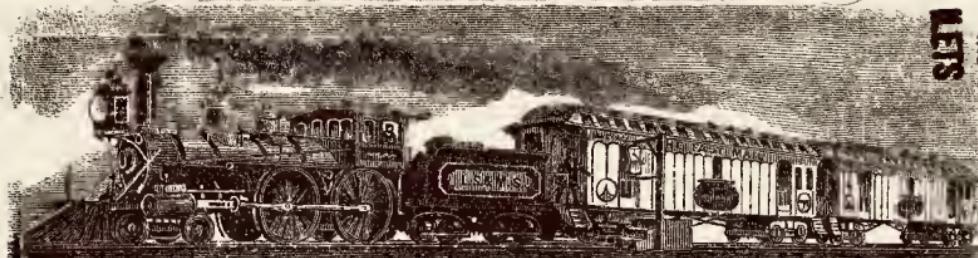
PRINTING HOUSE OF MATTHEWS & WARREN, BUFFALO, N.Y.

1876

JUNE,

1876

CENTENNIAL EDITION
**THE MINIATURE
ILLUSTRATED GUIDE.**



SET

ONLY ROUTE OF THE FAST MAIL



LAKESHORE

MICHIGAN SOUTHERN RAILWAY.
The Unrivaled Passenger Route.

**TIME TABLES, RELIABLE CONNECTIONS,
FORMS & ROUTES & CENTENNIAL TICKETS.**

JUNE,

1876.

"MULTUM IN PARVO,"

THE MINIATURE
ILLUSTRATED GUIDE.

Only Route of the

FAST MAIL



Bureau of Algonquian Information

CATCHING AND DELIVERING THE FAST MAILS ON THE

LAKE SHORE

MICHIGAN SOUTHERN RAILWAY.

The Unrivaled Passenger Route.

1876.

CALENDAR.

1876.

LAKE SHORE & MICH. SOUTHERN R'Y.

JANUARY.

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30	31

FEBRUARY.

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MARCH.

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26	27	28	29	30	31	..

APRIL.

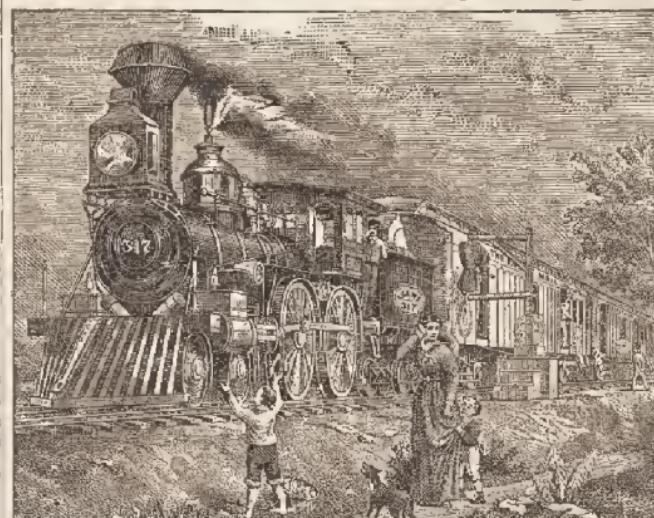
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MAY.

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7	8	9	10	11	12	13
14	15	16	17	18	19	20
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28	29	30	31



The Mail Carrier of 100 years ago.



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Catching and delivering the Fast Mails on the
LAKE SHORE & MICH. SOUTHERN R'Y.

THE UNRIVALED PASSENGER ROUTE.

No Ferry Transfers. No Delays.

SECURE TICKETS BY THIS POPULAR THOROUGHFARE.

JULY.

S	M	T	W	T	F	S
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23	24	25	26	27	28	29
30	31

AUGUST.

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SEPTEMBER.

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OCTOBER.

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29	30	31

NOVEMBER.

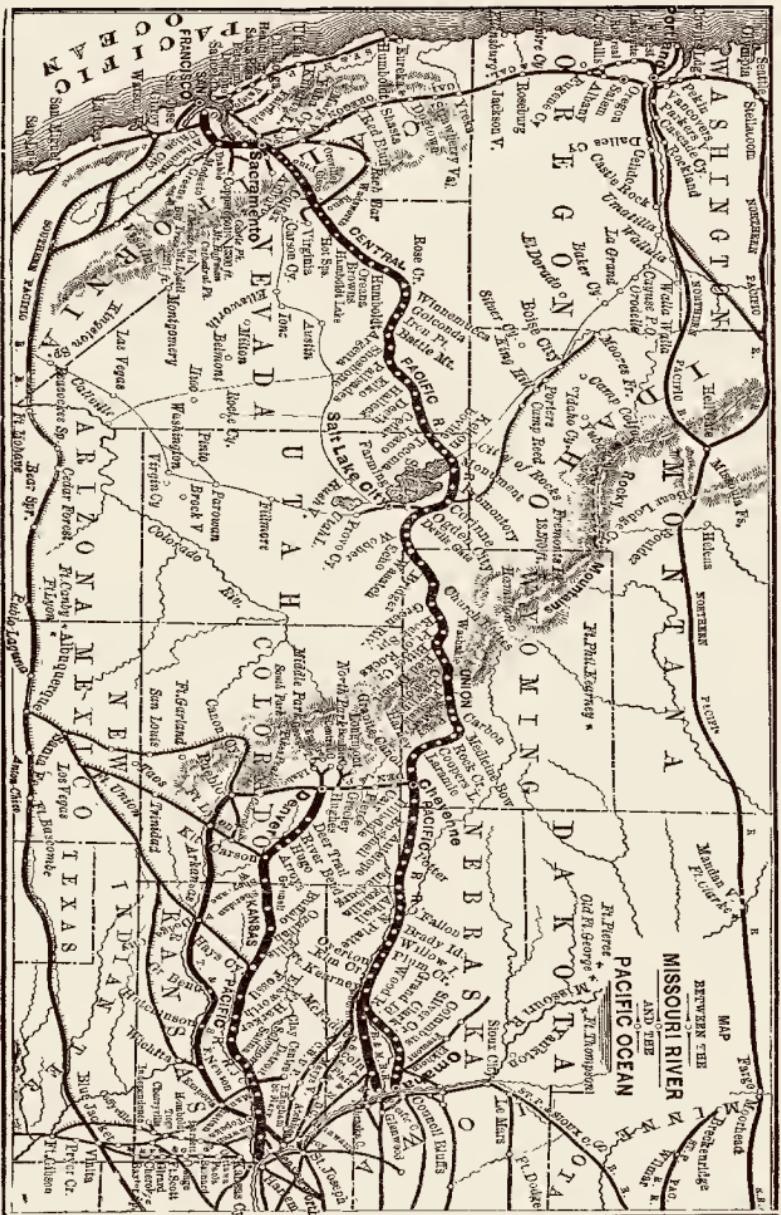
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7	8	9	10	11	12	13
14	15	16	17	18	19	20
19	20	21	22	23	24	25
26	27	28	29	30

DECEMBER.

..	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	..	..	..

We give with this number of our Miniature Guide the small Map below of the principal Roads between the Missouri River and Pacific Coast, which will be found serviceable to the Traveler in pointing out the principal locations, which are shown as advantageously as the space will admit. Other Maps and Through Time Tables of the LAKE SHORE & MICHIGAN SOUTHERN RAILWAY and its various Connections may be found at Ticket Offices generally, and will always be cheerfully given to the traveling public. In the journey between the Atlantic and Pacific this Line has the least changes.

Map showing Connections via UNION and CENTRAL PACIFIC RAILWAYS across the Continent.



MINIATURE ILLUSTRATED GUIDE.

ROUTE
OF THE

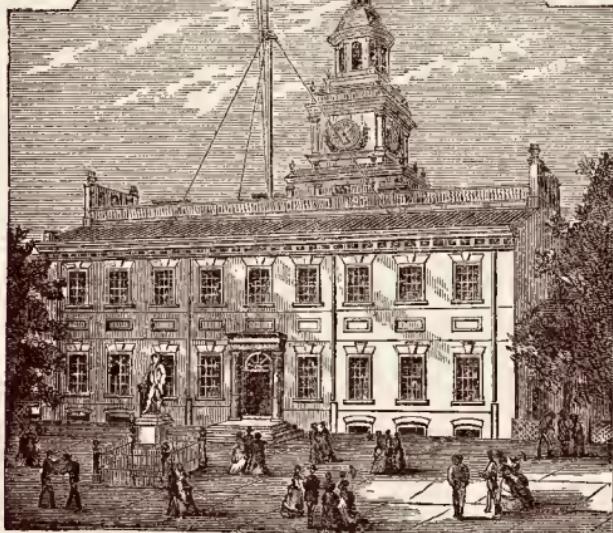
PAST MAIL.



GREAT
AMERICAN
Thoroughfare.

LAKE SHORE & MICHIGAN SOUTH'N R'Y

CENTENNIAL EDITION



1776.

1876.

(Independence Hall, Philadelphia, Chestnut Street, near Sixth.)

FAVORITE EXCURSION ROUTES.

NAMES OF OFFICERS OF THE LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

CORNELIUS VANDERBILT, PRESIDENT,	.	.	.	New York.
AUGUSTUS SCHELL, VICE-PRESIDENT,	.	.	.	New York.
JAS. H. BANKER, TREASURER,	.	.	.	New York.
GEO. B. ELY, SECRETARY AND ASS'T TREAS'R,	.	.	.	Cleveland, O.
AMASA STONE, JR., MANAGING DIRECTOR,	.	.	.	Cleveland, O.
CHARLES PAINE, GEN'L SUPERINTENDENT,	.	.	.	Cleveland, O.
C. P. LELAND, AUDITOR,	.	.	.	Cleveland, O.
ADDISON HILLS, GEN'L FREIGHT AGENT,	.	.	.	Cleveland, O.
C. M. GRAY, ASS'T GEN'L FREIGHT AGENT,	.	.	.	Chicago, Ill.
J. W. CARY, GEN'L TICKET AGENT,	.	.	.	Cleveland, O.
CHARLES COLLINS, CHIEF ENGINEER,	.	.	.	Cleveland, O.
JAS. SEDGLEY, GEN'L MASTER MECHANIC,	.	.	.	Cleveland, O.
A. C. ARMSTRONG, PURCHASING AGENT,	.	.	.	Cleveland, O.
JOHN KIRBY, MASTER CAR BUILDER,	.	.	.	Cleveland, O.
JOHN L. FREEMAN, GEN'L BAGGAGE AGENT,	.	.	.	Cleveland, O.
WM. KLINE, JR., SUPT. TELEGRAPH,	.	.	.	Toledo, O.

(NAMES OF DIVISION SUPERINTENDENTS APPEAR OVER THE TIME TABLES.)

PASSENGER DEPARTMENT. (WEST.)

F. E. MORSE, GEN'L WESTERN PASS'R AGENT,	.	.	Chicago, Ill.
JAS. BROWN, ASS'T GEN'L WESTERN PASS'R AGENT,	.	.	Chicago, Ill.
H. D. FILKINS, PASSENGER AGENT,	.	.	St. Paul, Minn.
W. W. LANGDON, PASSENGER AGENT,	.	.	Milwaukee.
JOHN B. LUDLUM, PASSENGER AGENT,	.	.	Leavenworth, Kan.
JAS. G. CROCKER, PASSENGER AGENT,	.	.	San Francisco, Cal.
WM. RICKY, PASSENGER AGENT,	.	.	Cleveland, O.

PASSENGER DEPARTMENT. (EAST.)

J. A. BURCH, GEN'L EASTERN PASS'R AGENT,	.	.	Buffalo, N. Y.
A. S. WINSTON, AGENT, 217 Broadway,	.	.	New York.
A. C. SMITH, AGENT, NO. 4 International Block,	.	.	Niagara Falls.
BENJ. FREIDENBERG, AGENT,	.	.	Suspens'n Brdge.
P. NORTON, TRAVELING AG'T, N. Y. & PA.,	.	.	Elmira, N. Y.
J. C. COOMBS, AGENT, 88 Mill street,	.	.	Rochester, N. Y.
W. W. RUGGLES, GEN'L TRAVELING AGENT FOR MASS. AND NORTHERN NEW ENGLAND,	.	.	Boston, Mass.
W. A. CROMWELL, GEN'L TRAV. AGENT FOR EASTERN NEW ENGLAND AND THE PROVINCES,	.	.	Boston, Mass.
JAS. S. SMITH, AGENT, Old State House,	.	.	Boston, Mass.

Lake Shore & Mich. Southern trains run on Columbus time—which is 20 minutes faster than Chicago and 15 minutes slower than Buffalo time.

The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Toledo Division Time Table (via Norwalk).

From TOLEDO to CLEVELAND, 113 Miles. THOS. FLESHER, Jr., Supt., Cleveland, O.

EASTWARD.	Dist. from Chi'o.	4	8	10	72
		Special N.Y. Exp.	Chicago & St Louis Ex.	Buffalo Acc.	Way Freight and Accom.
CHICAGO, Leave	....	9.20 a.m.	10.40 p.m.	.....	.....
Toledo,	243	6.10 p.m.	10.10 a.m.	6.25 a.m.	5.40 a.m.
East Toledo,	245	.....	10.20 "	6.35 "	5.55 "
Millbury,	251	.....	.....	6.48 "	6.48 "
Genoa,	256	6.42 "	10.42 "	7.00 "	7.15 "
Elmore,	260	6.51 "	10.51 "	7.10 "	7.47 "
Lindsey,	266	7.02 "	.....	7.22 "	8.17 "
Fremont,	273	7.15 "	11.14 "	7.37 "	9.42 "
Clyde,	281	7.32 "	11.30 "	7.53 "	10.35 "
York,	285	.....	.....	.....	11.00 "
Belleview,	288	7.47 "	11.46 "	8.07 "	11.46 "
Monroeville,	296	8.01 "	12.01 p.m.	8.25 "	12.45 p.m.
Norwalk, Arrive	300	8.10 "	12.10 "	8.35 "	1.10 "
Norwalk, Leave	300	8.15 "	12.15 "	8.40 "	1.25 "
Collins,	307	.....	12.28 "	8.54 "	1.55 "
Wakeman,	312	8.36 "	12.38 "	9.05 "	2.25 "
Kipton,	317	.....	.....	9.15 "	2.52 "
Oberlin,	322	8.54 "	1.00 "	9.25 "	3.50 "
Elyria,	330	9.10 "	1.18 "	9.50 "	4.23 "
Shawville,	335	.....	.....	10.00 "	4.50 "
Olmstead Falls	340	.....	.....	10.14 "	5.31 "
Berea,	343	9.35 "	1.45 "	10.19 "	5.45 "
Rockport,	350	.....	.....	.....	6.25 "
A. & G. W. Dep.	354	10.00 "	2.10 "	10.45 "	.....
Cleveland, Arrive	356	10.10 p.m.	2.20 "	10.55 a.m.	7.00 p.m.
East Buffalo,	537	4.10 a.m.	8.15 p.m.	.....	.....
Buffalo,	539	4.00 a.m.	8.05 p.m.	7.00 p.m.	.....
New York,	981	7.00 p.m.	10.30 a.m.	12.27 p.m.	.....
Boston,	1037	10.30 p.m.	4.50 p.m.	4.50 p.m.	.....

CONNECTIONS.

- At Toledo, Junction Michigan, Air Line, Toledo Divisions and Detroit Branch.
- At Toledo, with F. & P. M., D. & M. R. R. and T. W. & W. R'y.
- At Millbnry, with Sandusky Division.
- At Fremont, with Lake Erie & Louisville R. R.
- At Clyde, with Cincinnati, Sandusky & Cleveland R. R.
- At Monroeville, with Baltimore & Ohio R. R.
- At Elyria, with Sandusky Division and L. S. & T. V. R. R.
- At Berea, with Cleveland, Columbus, Cincinnati & Indianapolis R'y.
- At A. & Gt. W. Depot, with A. & Gt. W. Railway.
- At Cleveland, with C. & P. R. R., C. C. C. & I. and A. & Gt. W. R'y's.
- At Cleveland, Junction of Toledo and Erie Divisions.

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The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Toledo Division Time Table (via Norwalk).

CLEVELAND to TOLEDO, 113 MILES. THOS. FLESHER, Jr., Sup't, Cleveland, O.

WESTWARD.	Leave	Dist. from Buff.	3 Toledo Express.	5 Pacific Express.	17 Toledo Accom.	73 Way Freit. & Accom.
NEW YORK.....	Leave	442	11.00 a.m.	8.30 p.m.	.....	.....
Boston,	"	498	8.30 a.m.	6.00 p.m.	.....	.....
Buffalo,	"	0	6.55 a.m.	12.30 p.m.	.....	.....
East Buffalo,	"	2	6.55 a.m.	12.30 p.m.	.....	.....
Cleveland,	"	183	3.30 p.m.	7.40 p.m.	6.00 a.m.	5.30 a.m.
A. & G. W. Depot,	"	184	3.40 "	7.50 "	.....	.....
Rockport,	"	190	.....	.....	6.15 "	6.15 "
Berea,	"	196	4.05 "	.....	6.30 "	6.51 "
Olmstead Falls,	"	198	4.10 "	.....	6.35 "	7.13 "
Shawville,	"	204	4.23 "	.....	6.50 "	7.55 "
Elyria,	"	209	4.33 "	8.36 "	7.01 "	8.20 "
Oberlin,	"	217	4.53 "	8.54 "	7.21 "	9.25 "
Kipton,	"	222	5.03 "	.....	7.32 "	10.00 "
Wakeman,	"	227	5.15 "	.....	7.43 "	10.25 "
Collins,	"	232	5.27 "	.....	7.55 "	11.10 "
Norwalk,	Arrive	238	5.40 "	9.30 "	8.10 "	12.15 p.m.
Norwalk,	Leave	238	5.45 "	9.35 "	8.15 "	12.25 "
Monroeville,	"	243	5.57 "	9.43 "	8.25 "	12.45 "
Bellevue,	"	250	6.13 "	9.57 "	8.43 "	1.32 "
York,	"	255	.....	.....	.....	1.47 "
Clyde,	"	258	6.28 "	10.10 "	9.01 "	2.20 "
Fremont,	"	266	6.47 "	10.27 "	9.21 "	3.10 "
Lindsey,	"	273	7.07 "	.....	9.35 "	3.52 "
Elmore,	"	279	7.18 "	.....	9.47 "	4.23 "
Genoa,	"	283	7.28 "	.....	9.57 "	4.52 "
Millbury,	"	288	7.37 "	.....	10.07 "	5.20 "
East Toledo,	"	295	7.50 "	.....	10.20 "	6.00 "
Toledo,	Arrive	296	8.05 "	11.35 p.m.	10.30 a.m.	6.15 p.m.
Chicago,	"	539	6.00 a.m.	8.20 a.m.	.....	.....
Detroit,	"	361	10.50 p.m.	.....	1.30 p.m.	.....

CONNECTIONS.

At Cleveland, with C. C. C. & I., A. & Gt. W. R'y's and C. & P. R'y.

At Cleveland, Junction of Toledo and Erie Divisions.

At Berea, with Cleveland, Columbus, Cincinnati & Indianapolis R'y.

At Elyria, with Sandusky Division, and L. S. & T. V. R'y's.

At Monroeville, with Baltimore & Ohio R'y.

At Clyde, with Cincinnati, Sandusky & Cleveland R'y.

At Fremont, with Lake Erie & Louisville R'y.

At Millbury, with Sandusky Division.

At Toledo, with T. W. & W. R'y, D. & M. and F. & P. M. R'y's.

At Toledo, Junction of Toledo, Michigan, Air Line Divisions and Detroit Branch.

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The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Toledo Division Time Table (via Sandusky).

TOLEDO to CLEVELAND, 111 MILES. THOS. FLESHER, Jr., Supt., Cleveland, O.

EASTWARD.	Dist. from Chi'c.	2 Sandusky Div. Ac.	6 Atlantic Express.	14 Pt. Clin'n Accom.	18 Elyria Accom.	20 FAST MAIL	70 Way Fr't & Accom.
	0	7.00 am	5.35 pm	.....	.....	8.20pm	.....
CHICAGO, L.v.							
Toledo,....."	243	5.55pm	3.00am	.....	.....	3.55 am	6.30am
East Toledo, "	245	6.05 "	.....	.....	.....	.....	6.45 "
Millbury,....."	251	6.17 "	.....	.....	.....	.....	7.25 "
Martin,....."	256	6.26 "	.....	.....	.....	.....	7.55 "
Graytown,.."	261	6.34 "	.....	.....	.....	.....	8.20 "
Oak Harbor, "	267	6.45 "	.....	.....	.....	.....	8.55 "
La Carne...."	272	6.57 "	.....	.....	.....	.....	10.32 "
Port Clinton, "	278	7.12 "	4.12 "	7.30 am	.....	11.10 "	.....
Gypsum,....."	284	7.17 "	.....	7.37 "	.....	.....	11.30 "
Danbury,....."	287	7.22 "	.....	7.42 "	.....	.....	11.45 "
Bay Br., E.E., "	288	.....	.....	.....	.....	.....	11.55 "
Venice,....."	290	7.33 "	.....	7.53 "	.....	.....	12.10pm
Sandusky,...Ar.	293	7.40 "	4.40 "	8.00 "	.....	5.20 "	12.35 "
Sandusky...L.v.	293	7.45 "	4.45 "	8.05 "	.....	5.23 "	12.55 "
Sandusky Jc., "	296	.....	.....	.....	.....	.....	1.15 "
Huron,....."	302	8.03 "	.....	8.24 "	.....	.....	2.00 "
Ceylon,....."	306	8.12 "	.....	8.32 "	.....	.....	2.23 "
Vermillion, .."	314	8.27 "	.....	8.53 "	.....	.....	3.07 "
Brownhelm,.."	319	8.37 "	.....	9.05 "	.....	.....	3.30 "
No. Amherst, "	322	8.45 "	.....	9.18 "	.....	.....	3.53 "
Elyria....."	328	9.00pm	5.55 "	9.40 am	7.45 am	.....	4.30 "
Shawville,.."	333	.....	.....	.....	7.55 "	.....	5.00 "
Olmsted F'l's,	338	.....	.....	.....	8.12 "	.....	5.40 "
Berea,....."	341	.....	.....	.....	8.17 "	.....	5.55 "
Rockport,...."	349	.....	.....	.....	8.33 "	.....	6.45 "
A. & G. W. Dep."	353	.....	6.50 "	.....	.....	.....	.....
Cleveland, ..Ar.	354	.....	7.00 "	.....	8.50 am	7.10 am	7.15pm
East Buffalo, "	537	.....	1.15pm	.....	.....	12.45pm	.....
Buffalo,....."	539	.....	1.05pm	.....	.....	.....	.....
New York,.."	981	.....	7.00am	.....	.....	3.00am	.....
Boston,.....Ar.	1037	.....	10.00am	.....	.....	.....	.....

CONNECTIONS.

At Toledo, with T., W. & W. R'y, D. & M., and F. & P. M. R. R.
At Millbury, Junction Sandusky Division and Toledo Division.

At Sandusky, with Cincinnati, Sandusky & Cleveland and B. & O. R. R.

At Elyria, Junction Sandusky Division with Toledo Div. and L. S. & T. V. R. R.

At Berea, with Cleveland, Columbus, Cincinnati & Indianapolis R. R.

At Cleveland, Junction of Toledo and Erie Divisions.

At Cleveland, with A. & G. W. R'y and the C. & P. R. R.

~~20~~ Lake Shore & Mich. Southern trains run on Columbus time—which is 20 minutes faster than Chicago and 15 minutes slower than Buffalo time.

The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Toledo Division Time Table (via Sandusky).

CLEVELAND to TOLEDO, 111 MILES. THOS. FLESHER, Jr., Sup't, Cleveland, O.

WESTWARD.	Dist. from Buff.	1 Special Chicago Ex.	9 Sandusky Div. Accom.	13 Pt. Clinton Accom.	19 Elyria Accom.	71 Way Frig't & Accom.	21 F AST MAIL.
NEW YORK Lv.	442	10.30 a.m.	.....	.....	.....	.....	4.15a.m.
Boston, "	498	8.30 a.m.	.....	.....	.....	.....	.....
Buffalo, "	0	12.50 a.m.	.....	.....	.....	.....	.....
East Buffalo, .. "	2	12.45 a.m.	.....	.....	.....	.....	2.35p.m.
Cleveland, "	183	7.00 a.m.	.....	.....	5.00 pm	7.00 a.m.	7.40p.m.
A. & G.W. Dep. "	184	7.10 "	.....	.....	.....	.....	.....
Rockport, "	188	.....	.....	.....	5.16 "	7.30 "	.....
Berea, "	196	.....	.....	.....	5.32 "	8.08 "	.....
Olmsted Falls, "	199	.....	.....	.....	5.37 "	8.18 "	.....
Shawville, "	204	.....	.....	.....	5.54 "	8.55 "	.....
Elyria, "	209	7.59 "	8.15 a.m.	4.40 p.m.	6.05 pm	9.40 "	.....
No. Amherst, "	215	.....	8.31 "	4.58 "	.....	10.15 "	.....
Brownhelm, "	218	.....	8.38 "	5.10 "	.....	10.35 "	.....
Vermillion, .. "	223	.....	8.53 "	5.22 "	.....	10.55 "	.....
Ceylon, "	231	.....	9.11 "	5.45 "	.....	11.33 "	.....
Huron, "	235	.....	9.20 "	5.57 "	.....	11.55 "	.....
Sandusky Jc., "	241	.....	.....	.....	.....	12.33 p.m.	.....
Sandusky, ... Ar.	244	9.00 "	9.40 "	6.25 "	.....	12.50 "	9.32 "
Sandusky, ... Lv.	244	9.05 "	9.45 "	6.30 "	.....	1.15 "	9.35 "
Venice, "	247	.....	9.53 "	6.38 "	.....	1.30 "	.....
Bay Br. E. E. "	249	.....	.....	.....	.....	1.42 "	.....
Daubury, "	250	.....	10.06 "	6.52 "	.....	1.52 "	.....
Gypsum, "	253	.....	10.11 "	6.58 "	.....	2.04 "	.....
Port Clinton, "	257	9.32 "	10.19 "	7.05 p.m.	.....	2.25 "	.....
LaCarne, "	263	.....	10.32 "	.....	.....	3.03 "	.....
Oak Harbor, "	269	.....	10.45 "	.....	.....	3.53 "	.....
Graytown, "	275	.....	10.57 "	.....	.....	4.30 "	.....
Marietta, "	280	.....	11.07 "	.....	.....	5.00 "	.....
Millbury, "	285	.....	11.16 "	.....	.....	5.30 "	.....
East Toledo, .. "	292	.....	11.30 "	.....	.....	6.15 "	.....
Toledo, Ar.	294	10.45 a.m.	11.40 a.m.	.....	.....	6.30 p.m.	11.15pm
Chicago, "	539	8.20 p.m.	.....	.....	.....	.....	6.55a.m.
Detroit, "	361	1.30 p.m.	.....	.....	.....	.....	.....

CONNECTIONS.

At Cleveland, with C. C. C. & I., A. & Gt. W. R'y's, and C. & P. R'y.

At Cleveland, Junction of Toledo and Erie Divisions.

At Berea, with Cleveland, Columbus, Cincinnati and Indianapolis Railway.

At Elyria, with Toledo Division and L. S. & T. V. R'y.

At Sandusky, with C. S. & C., and B. & O. R'y's.

At Millbury, Junction Sandusky Division and Toledo Division.

At Toledo, with T., W. & W. R'y, also C., H. & D., D. & M. and F. & P. M. R'y's.

At Toledo, Junction Toledo, Air Line, Michigan Divisions and Detroit Brauch.

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LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Erie Division Time Table.

From CLEVELAND to ERIE, 95 MILES. CHAS. B. COUCH, Sup't, Cleveland, O.

EASTWARD.	Dist. fr'm	4	6	8	10	12	20 FAST MAIL.
	Chi.	Spec'l N.Y. Express.	Atlantic Express.	Chicago & St. Lou. Ex.	Toledo & Buffalo Ac.	Con. Accom'n.	
CHICAGO, ... Lv.	0	9.20 a.m.	5.35 p.m.	10.40 p.m.	.....	.....	8.20 p.m.
Toledo, "	243	6.10 p.m.	3.00 a.m.	10.10 a.m.	6.25 a.m.	.....	3.55 a.m.
Cleveland, "	355	10.30 p.m.	7.30 a.m.	2.45 p.m.	11.15 a.m.	4.50 p.m.	7.15 a.m.
Glenville, "	359	.....	.....	.....	11.20 "	5.08 "	.....
Coits, "	360	.....	.....	.....	11.38 "	5.12 "	.....
Collinwood, "	362	.....	.....	.....	11.40 "	5.13 "	.....
Nottingham, "	364	.....	.....	.....	11.45 "	5.17 "	.....
Noble, "	365	.....	.....	.....	11.50 "	5.23 "	.....
Wickliffe, "	369	.....	.....	.....	11.55 "	5.28 "	.....
Willoughby, "	373	.....	.....	.....	12.04 p.m.	5.38 "	.....
Mentor, "	378	.....	.....	.....	12.14 "	5.47 "	.....
Painesville, "	384	11.18 "	8.20 "	3.31 "	12.27 "	6.00 "	.....
Perry, "	389	.....	.....	.....	12.42 "	6.13 "	.....
Madison, "	395	.....	.....	.....	12.54 "	6.25 "	.....
Unionville, "	397	.....	.....	.....	1.00 "	6.30 "	.....
Geneva, "	400	.....	.....	.....	1.07 "	6.38 "	.....
Saybrook, "	405	.....	.....	.....	1.18 "	6.48 "	.....
Ashptabula, "	409	12.03 a.m.	9.05 "	4.13 "	1.30 "	7.00 "	.....
Kingsville, "	415	.....	.....	.....	1.44 "	7.13 "	.....
Amboy, "	422	.....	9.28 "	.....	1.54 "	7.23 "	.....
Conneaut, "	423	.....	.....	.....	2.02 "	7.30 "	.....
Springfield, "	430	.....	.....	.....	2.20 "	.....	.....
Junction, "	434	12.47 a.m.	9.47 "	4.54 "	2.27 "	.....	9.31 "
Girard, "	435	.....	9.50 "	4.57 "	2.31 "	.....	.....
Fairview, "	439	.....	.....	.....	2.42 "	.....	.....
Swanville, "	442	.....	.....	.....	2.48 "	.....	.....
Erie, Ar.	451	1.30 "	10.20 "	5.25 "	3.10 p.m.	.....	10 05 a.m.
East Buffalo, "	537	4.10 a.m.	1.15 p.m.	8.15 p.m.	.....	.....	12.45 p.m.
Buffalo, "	539	4.00 a.m.	1.05 p.m.	8.05 p.m.	7.00 p.m.	.....	.....
New York, "	981	7.00 p.m.	7.00 a.m.	10.30 a.m.	12.27 p.m.	.....	8.00 a.m.
Boston, "	1037	10.30 p.m.	10.00 a.m.	4.50 p.m.	4.50 p.m.	.....	.....

CONNECTIONS.

At Cleveland, Junction Erie and Toledo Divisions.

At Cleveland, with C. C. C. & I., A. & Gt. W. R. R's and C. & P. R. R.

At Painesville, with Painesville & Youngstown R. R.

At Ashtabula, Junction of Franklin and Erie Divisions.

At Girard, with Erie & Pittsburg R. R.

At Erie, with Erie & Pittsburgh and Philadelphia & Erie Railroads.

Lake Shore & Mich. Southern trains run on Columbus time—which is 20 minutes faster than Chicago and 15 minutes slower than Buffalo time.

The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Erie Division Time Table.

ERIE to CLEVELAND, 95 MILES. CHARLES B. COUCH, Sup't, Cleveland, O.

WESTWARD.	Dist fr'm Buff	1 Special Chic'go Ex.	3 Toledo Express	5 Pacific Express.	7 Spc'l Mich Exp.	9 Erie Accom'd'n.	11 Conneaut Accom.	21 FAST MAIL.
NEW YORK,..Lv.	442	10.30 a.m.	11.00 a.m.	8.30 p.m.				4.15
Boston,....."	498	8.30 a.m.	.....	6.00 p.m.	p.m.	.....	.....	a.m.
Buffalo,....."	0	12.10 a.m.	6.55 a.m.	12.30 p.m.	8.20	.....	.....	.....
East Buffalo,.."	2	12.45 a.m.	6.55 a.m.	12.30 p.m.	8.20	.....	.....	p.m. 2.35
Erie,....."	88	3.50 a.m.	10.15 a.m.	3.50 p.m.	11.50	4.00 p.m.	.....	5.05
Swanville,....."	96	.....	10.34 "	.....	12.12	4.23 "	.....	p.m.
Fairview,....."	99	.....	10.41 "	.....	12.19	4.30 "	.....	.....
Girard,....."	103	.....	10.51 "	4.23 "	12.31	4.41 "	.....	.....
Junction,....."	104	4.21 "	10.54 "	4.26 "	12.38	4.45 "	.....	5.32
Springfield,...."	108	.....	11.00 "	.....	12.44	4.53 "	.....	p.m.
Conneaut,....."	116	.....	11.17 "	.....	1.04	5.14 "	6.05 a.m.	.....
Amboy,....."	118	.....	11.23 "	.....	a.m.	5.23 "	6.11 "	.....
Kingsville,....."	123	.....	11.32 "	.....	.....	5.34 "	6.21 "	.....
Ashtabula,....."	129	4.59 "	11.45 "	5.15 "	1.40	5.50 "	6.33 "	.....
Saybrook,....."	134	.....	11.55 "	.....	.....	6.02 "	6.43 "	.....
Geneva,....."	138	.....	12.01 p.m.	.....	.....	6.33 "	6.53 "	.....
Unionville,....."	141	.....	12.11 "	.....	.....	6.39 "	7.00 "	.....
Madison,....."	144	.....	12.16 "	.....	2.19	6.44 "	7.05 "	.....
Perry,....."	149	.....	12.27 "	.....	.....	6.54 "	7.16 "	.....
Painesville,....."	154	5.40 "	12.39 "	6.05 "	2.48	7.06 "	7.28 "	.....
Mentor,....."	161	.....	12.55 "	.....	3.03	7.18 "	7.42 "	.....
Willoughby,....."	165	.....	1.06 "	.....	3.17	7.28 "	7.52 "	.....
Wickliffe,....."	169	.....	1.17 "	.....	.....	7.37 "	8.01 "	.....
Noble....."	170	.....	.....	.....	.....	7.42 "	8.06 "	.....
Nottingham,....."	174	.....	1.29 "	.....	.....	7.46 "	8.11 "	.....
Collinwood,....."	176	.....	1.35 "	.....	3.47	7.50 "	8.15 "	.....
Coits,....."	178	.....	1.37 "	.....	.....	7.52 "	8.18 "	.....
Glenville,....."	180	.....	1.43 "	.....	a.m.	7.58 "	8.26 "	p.m. 7.35
Cleveland,.....Ar.	183	6.35 a.m.	2.00 p.m.	7.10 p.m.	4.10	8.15 p.m.	8.45 "	11.15
Toledo,....."	297	10.45 a.m.	8.05 p.m.	11.35 p.m.	10.30	8.10 a.m.	.....	6.55
Chicago,....."	539	8.20 p.m.	6.00 a.m.	8.20 a.m.	8.20	.....	.....	a.m.
Detroit,....."	361	1.30 p.m.	10.50 p.m.	.....	p.m.	.....	.....	.....

CONNECTIONS.

At Erie, Junction of E. & B. Divs., E. & Pitts., and Phila. & E. R. R.

At Girard, with Erie & Pittsburg R'y.

At Ashtabula, with Franklin & Oil City Division.

At Painesville, with Painesville & Youngstown R. R.

At Cleveland, with C. C. C. & L. A. & Gt. W. R'y's, and C. & P. R'y.

At Cleveland, Junction Erie and Toledo Divisions.

THROUGH PALACE CAR ARRANGEMENT.

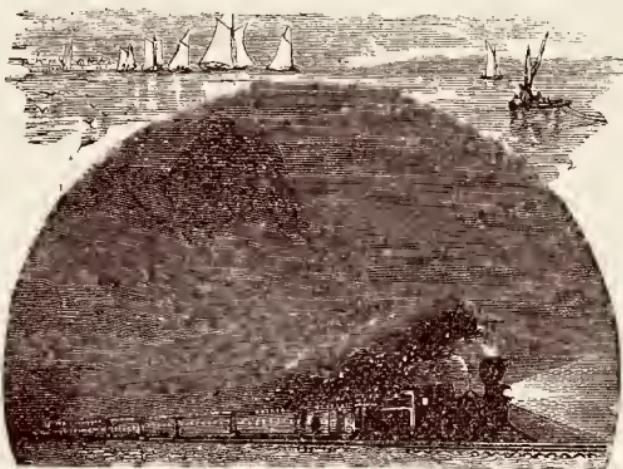
Wagner's Through Palace Drawing Room and Sleeping Cars
between BOSTON, NEW YORK & CHICAGO, via Buffalo.

SUPERIOR ADVANTAGES.

This through Palace Car arrangement, under one management, with through Palace Car conductors, proves to be a very great advantage and comfort to the traveling public, obviating entirely the former changes at East Buffalo and Rochester. In addition to the Boston, New York and Chicago through line, via the Lake Shore & Michigan Southern Railway, a daily line of Palace Sleeping Cars runs between Rochester and Chicago, connecting with Drawing Room Cars from the East. Passengers taking Drawing Room Cars from any station on this route can, on application to conductor, send telegrams free, securing sections in Lake Shore Sleeping Cars. The magnificent Drawing Room Cars "Yosemite" and "Yokobama," will form a daily line between Cleveland and Niagara Falls, and are unsurpassed on the continent. A line of Sleeping Cars also runs between Cleveland and New York. (Sections secured in the through Chicago and Boston Sleeping Car.)

All Modern Improvements,
Roadway Palace, Etc.,
most Unsurpassed.

The Most Expedited Route
across the Continent with
the least changes.



A CALIFORNIA PASSENGER
writing home, in giving his Railway experience, says:
"On the LAKE SHORE we simply flew."

SECURE TICKETS BY THIS POPULAR THOROUGHFARE.

DOUBLE ARCH STONE VIADUCT OVER HURON RIVER, NEAR NORWALK, ON L. S. & M. S. R'Y.

Illustrative of the permanence, and safety, of the roadway of this great thoroughfare over the entire Line.



 Lake Shore & Mich. Southern trains run on Columbus time--which is 20 minutes faster than Chicago and 15 minutes slower than Buffalo time.

The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Franklin Division Time Table.

OIL CITY to ASHTABULA, 87 MILES. G. H. MCINTIRE, Sup't, Stoneboro, Pa.

From OIL CITY.	Dist. from O.City	1 Cleveland Mail.	25 WayFreight & Accom.	39 WayFreight & Accom.
OIL CITY, (East Side), ..Leave Junction.	0	7.20 a.m.	.....	.....
Oil City, (West Side), ..	0	7.25 "	.....	.....
Reno, ..	1	7.29 "	6.00 a.m.	4.00 p.m.
Run, ..	4	7.40 "	6.24 "	4.17 "
Franklin, ..	6	7.47 "	.....	.....
Summit, ..	8	7.53 "	6.55 "	4.40 "
Polk, ..	15	8.12 "	.....	.....
Raymilton, ..	17	8.18 "	8.18 "	5.23 "
Sandy Lake, ..	21	8.30 "	8.45 "	5.45 "
Stoneboro, ..	27	8.46 "	9.22 "	6.15 "
Branch, ..	28	8.55 "	10.10 "	7.00 "
Clark, ..	30	8.59 "	.....	.....
Hadley, ..	34	9.08 "	10.51 "	7.30 "
Salem, ..	37	9.16 "	11.14 "	7.48 "
Amasa (R'y Crossing), ..	43	9.28 "	.....	.....
Jamestown, ..	45	9.33 "	12.32 p.m.	8.27 "
Turner, ..	50	9.55 "	1.15 "	8.55 "
Simon, ..	54	10.05 "	.....	.....
Andover, ..	57	10.14 "	.....	.....
Leon, ..	63	10.28 "	2.25 "	.....
Dorset, ..	66	10.38 "	2.49 "	.....
Jefferson, ..	70	10.50 "	.....	.....
Plymouth, ..	76	11.06 "	3.49 "	.....
Ashtabula, ..Arrive	82	11.22 "	.....	.....
Cleveland, ..	87	11.38 a.m.	4.55 p.m.	.....
Pittsburgh, ..	142	2.00 p.m.	.....	.....
Toledo, ..	.....	2.30 p.m.	.....	.....
Chicago, ..Arrive	215	6.00 a.m.	.....	.....

CONNECTIONS.

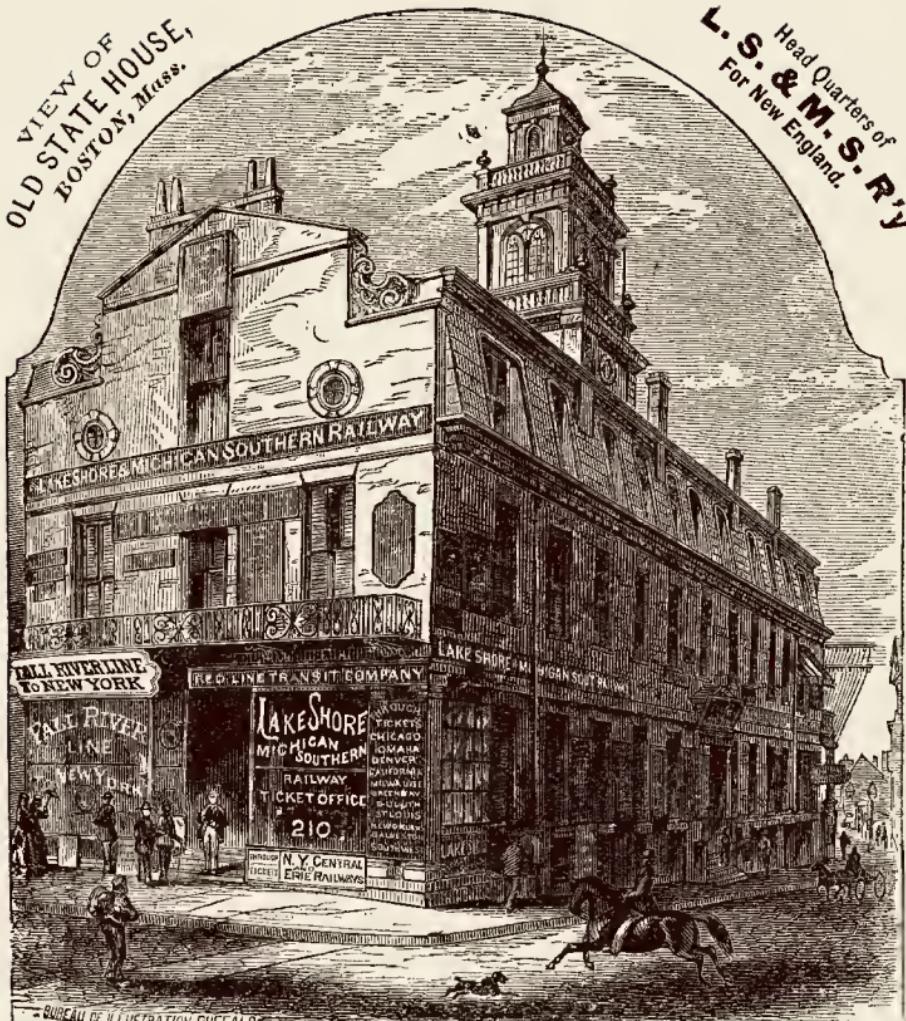
 The New Castle & Franklin R'y train leaving New Castle 10.00 a.m. and Mercer 11.55 a.m., connects at Stoneboro 1.00 p.m. for Franklin and Oil City. Train leaving New Castle at 4.20 p.m. and Mercer at 6.00 p.m., connects at Stoneboro at 7.00 p.m. for Jamestown.

Train leaving Stoneboro 8.55 a.m., Mercer 9.50 a.m., arrives New Castle 11.40 a.m., and Pittsburgh 2.30 p.m.

Train leaving Stoneboro 3.15 p.m., Mercer 4.40 p.m., arrives New Castle 6.30 p.m., and Pittsburgh 11.15 p.m.

VIEW OF
OLD STATE HOUSE,
BOSTON, Mass.

L. S. & M. S. R'Y
Head Quarters of
For New England.



BUREAU OF ILLUSTRATION BUFFALO

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY TICKET OFFICE,
For all points West and South-West.

NO. 210 OLD STATE HOUSE, WASHINGTON STREET.

JAMES S. SMITH, AGENT.

To the business and traveling public no place is better known than this "ancient landmark," which has stood for 125 years, and under watchful care is still an attractive business center. Thrilling Revolutionary events are connected with its history. In one of its chambers occupied by the Representatives originated the most important measures which led to the emancipation of the colonies—with those giants, who staking life and fortune upon the issue, adopted for their motto—

"Let such, such only tread this sacred floor
Who dare to love their country and be poor."

~~Lake~~ Lake Shore & Mich. Southern trains run on Columbus time—which is 20 minutes faster than Chicago and 15 minutes slower than Buffalo time.

The Miniature Illustrated Railway Guide.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

Jackson Branch Time Table.

From ADRIAN to JACKSON, 46 MILES. P. S. BLODGETT, Sup't, Detroit, Mich.

To JACKSON.

From JACKSON.

48	18	16	Dist. from Buff.	STATIONS.	Dist. from Jacks.	15	17	49
Freight & Accom.	Clev'ld & Buff. Ex.	Clev'ld & Buff. Ex.			Clev'ld & Chic. Ex.	Clev'ld & Buff. Ex.	Freight & Accom.	
.....	12.00 m.	10.30am	442	Lv NEW YORK Ar.	865	4.50pm	10.30pm	.....
.....	.....	8.30am	498	" Boston..." "	809	12.27pm	7.00pm	.....
.....	7.00am	10.40pm	....	" Chicago..." "	....	8.20pm	.....	.....
.....	6.55am	12.50am	....	" Buffalo..." "	367	9.05pm	4.00am	.....
.....	6.55am	12.45am	....	" East Buffalo "	365	9.15pm	4.10am	.....
.....	3.30pm	7.00am	183	" Cleveland..." "	184	2.40pm	10.10pm	.....
.....	8.25pm	10.50am	296	" Toledo..." "	71	9.50am	5.35pm	.....
7.15am	9.15pm	11.45am	325	" Adrian..." "	46	8.25am	4.15pm	7.05pm
8.10 " 9.30 "	" 11.55am	329	.....	" Lenawee Jun "	24	8.15 "	4.05 "	6.45 "
.....	.....	.....	.....	" Chasc's..." "	39	*8.02 "	*3.55 "	.....
9.10 "	9.52 "	12.18pm	334	" Tecumseh...	33	7.47 "	3.41 "	5.45 "
9.35 "	10.04 "	12.30 "	339	" Clinton..." "	28	7.37 "	3.30 "	5.15 "
.....	*10.18 "	*12.40 "	342	" River Raisin "	25	*7.27 "	*3.20 "	.....
11.25 "	10.23 "	12.52 "	346	" Manchester..." "	21	7.18 "	3.10 "	4.30 "
11.05 "	10.40 "	1.09 "	353	" Norvell..." "	14	7.00 "	2.52 "	3.45 "
11.30 "	10.50 "	1.18 "	356	" Napoleon..." "	10	6.50 "	2.44 "	3.25 "
.....	*11.00 "	*1.30 "	360	" Eldred..." "	6	*6.40 "	*2.30 "	.....
12.35pm	11.15pm	1.45pm	367	Lv. Jackson.. Ar.	0	6.25am	2.15pm	2.20pm

Lansing Division Time Table.

JONESVILLE to LANSING, 60 MILES. T. J. CHARLESWORTH, Supt., Lansing, Mich.

To LANSING.

From LANSING.

8	4	Dis.fr. C. & N.Y. Ex.	Dis.fr. Way Fr'ght.	STATIONS.	Dis.fr. Lan'g.	1	7
Way Fr'ght.	C. & N.Y. Ex.	Dist. Buff.			C. & N.Y. Ex.	Way Fr'ght.	
.....	10.30 a.m.	442	Lv. NEW YORK Ar.	868	7.00 p.m.	12.27 p.m.	
.....	8.30 a.m.	498	" Boston.... "	924	10.30 p.m.	4.50 p.m.	
6.55 a.m.	12.50 a.m.	0	" Buffalo.... "	426	4.00 a.m.	9.05 p.m.	
.....	12.45 a.m.	2	" East Buffalo.... "	424	4.10 a.m.	9.15 p.m.	
3.30 p.m.	7.00 a.m.	183	" Cleveland.... "	243	10.10 p.m.	2.40 p.m.	
10.40 p.m.	7.00 a.m.	539	" Chicago.... "	224	8.20 p.m.	6.00 a.m.	
8.25 p.m.	10.50 a.m.	296	" Toledo.... "	130	5.35 p.m.	9.50 a.m.	
6.05 a.m.	2.40 p.m.	366	" Jonesville.... Ar.	60	1.25 a.m.	8.30 p.m.	
6.42 "	2.55 "	273	" Litchfield.... Lv.	53	1.10 p.m.	7.54 "	
7.25 "	3.13 "	380	" Homer.... "	46	12.52 "	7.12 "	
8.06 "	3.22 "	383	" Condit.... "	42	12.44* "	*6.54 "	
8.15 "	3.40 "	388	" Albion.... "	39	12.32 "	6.25 "	
8.52 "	3.54 "	394	" Devereux.... "	31	12.17 "	5.40 "	
9.17 "	4.04 "	398	" Springport.... "	27	12.07 "	5.18 "	
9.47 "	4.16 "	403	" Charlesworth.... "	22	11.55 a.m.	4.51 "	
10.15 "	4.25 "	408	" Eaton Rapids.... "	18	11.44 "	4.25 "	
11.22 "	4.50 "	417	" Dimondale.... "	8	11.22 "	3.15 "	
12.05 p.m.	5.15 p.m.	426	Ar. Lansing.... Lv.	0	11.00 a.m.	2.30 p.m.	

TOURISTS AND PLEASURE SEEKERS WILL FIND THE

LAKE SHORE & MICHIGAN SOUTHERN R'Y

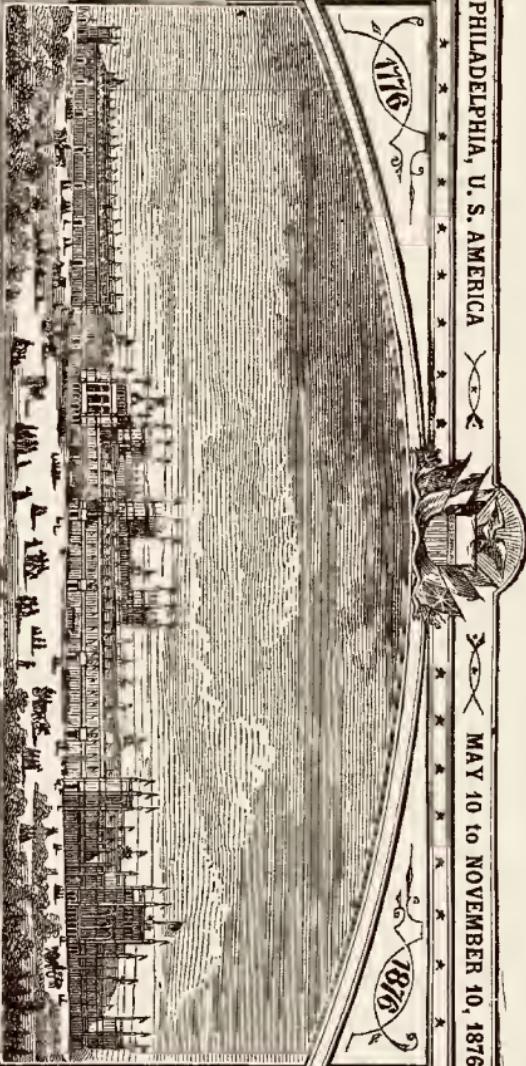
THE MOST ATTRACTIVE ROUTE between the EAST and WEST.

Palace Cars run between Chicago, Niag. Falls, New York & Boston, via Buffalo
AND BETWEEN NIAGARA FALLS AND PHILADELPHIA.

Through Tickets and Return at Reduced Prices.

PHILADELPHIA, U. S. AMERICA

MAY 10 to NOVEMBER 10, 1876.

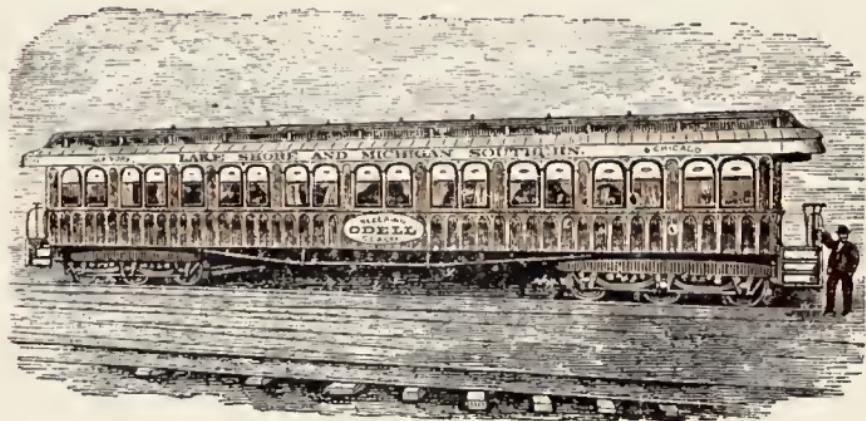


MAIN EXHIBITION BUILDING.

INTERNATIONAL EXHIBITION —

MAIN EXHIBITION BUILDING, 1880 FEET LONG AND 464 FEET WIDE, BUILT
IN THE FORM OF A PARALLELOGRAM.

MINIATURE ILLUSTRATED RAILWAY GUIDE.



MINIATURE VIEW OF THE PALACE CAR "ODELL," RUN ON THE L. S. & M. S. R'Y.

Farewell.

With this issue my connection with the ILLUSTRATED RAILWAY GUIDE terminates; and I shall do violence to my own feelings to let this opportunity pass without returning my most earnest and heartfelt thanks to the General Passenger Agents of the Lake Shore & Michigan Southern Railway, for the uniform kindness, encouragement and courtesy received from them, during the time the business and editorial management of the GUIDE has been entrusted to my care. And while thanking them, I would not forget such of the Chief Executive Officers of the line with whom I have been brought in contact, for our relations have been of the most gratifying character.

It has been my pleasing task to watch carefully over and develop the GUIDE from its first number to the present time, and I may be pardoned for feeling a just pride in the symmetry of the work, its uniform correctness and special adaptation to the purposes for which it was designed. And in retiring from the position, I have the satisfaction of knowing that in every instance I have justified the confidence reposed in me.

In concluding these personal remarks, I would also return thanks to my editorial and other friends, for the many kindly notices received at their hands, and I shall bear with me, and ever retain, a lively recollection of the many kind friends whose acquaintance has been formed during the year and a half I have been connected with the Lake Shore & Michigan Southern Railway GUIDE.

And now

"Farewell! a word that must be and hath been—
A sound which makes us linger; yet—farewell."

COMPILER.

Lake Shore & Michigan Southern Railway.

No railway in the country has made greater efforts than the Lake Shore & Michigan Southern to perfect its equipment and road-bed by the introduction of steel rails, their substitution for iron, and the replacing old bridges and culverts by substantial structures of stone and iron. In the main track about three hundred miles of steel rail have been laid, and it has been the policy of the Company, as far as practicable, and as rapidly as the track required renewal, to substitute steel for iron on those portions carrying the heaviest traffic.

For several years past small sections of double track have been laid along the line, but something over a year ago the work was gone at in earnest, and now the Lake Shore & Michigan Southern has a double track all the way from Buffalo to Chicago, except on a section, about ninety miles long, between Osceola and Chicago. Several million dollars have been expended in this work. Recent disasters by collision have opened the eyes of the public to the importance of double-tracking railways, and those which are double tracked may be expected to secure the bulk of the travel.

The advantageous location of the Company's lines entering Toledo was enhanced by the purchase of one hundred and eighty-nine acres, whereon a large distributing freight yard has been arranged, with a network of track fifteen miles in extent, upon which the through trains are made up and run past Toledo, thus greatly expediting business. For the single item of construction, the Company last year

expended over five millions, and for additional equipment, nearly two millions more. Much money was spent upon permanent improvements during the season of 1872. Among these may be mentioned the viaduct over Eighteen Mile Creek and the double elliptical arch over Silver Creek, which cost about \$250,000 each; a view of this arch is given on page 14 of the GUIDE. The immense new depot at Chicago was also completed, notwithstanding the loss of \$500,000 which the Company suffered by the burning of its former structure. The new one is acknowledged to be the finest railroad depot in the world, except the Grand Central in New York.

The Company found it necessary and have put upon the track, during the year and a half just passed, over one hundred and fifty engines, at a cost, in round numbers, of \$1,500,000. Flat, freight and passenger cars have also been in constant demand and largely added, and the shop facilities have been greatly enlarged.

The Lansing Division has been completed. It runs from Jonesville, on the main line, to Lansing, a distance of sixty miles, passing through Eaton Rapids, where the famous mineral springs are located. On page 19 will be found a cut of the new depot, just completed at Lansing. The Franklin and Oil City Division and the Youngstown Branch have also been opened and are in use by the Company. These branches are all thoroughly equipped with rolling stock and doing a fine business.

The Company is now operating about twelve hundred miles of road, a length of line exceeded by few corporations in the world. It is safe to say that no other Company in the country has expended as much in the past two years in perfecting its line, and on permanent roadways and structures. The result is a magnificent railway, superbly appointed and equipped, a credit to the country it traverses.

Of the conveniences and beauties of this route too much cannot be said. Those who have ever passed over the Great South Shore route know how complete are all its arrangements for safety, speed and comfort, and in the matter of scenery no other railway on the continent affords five hundred and forty miles of more beautiful landscape than this. Its managers, alive to the best interest of its patrons, have adopted all modern improvements—all trains having the Westinghouse air brake as well as the Cramer brake (which is used as an extra precaution), both being under the control of the engineer, who can instantly bring a pressure to bear on every wheel, thus being able to stop the train, when under full headway, in less than two lengths of the train.

Additional security is afforded passengers by the use of the Miller platform and coupler on all the cars of this Company. By its use the timid passenger is enabled to pass from one car to another without danger, and it is also a *positive* prevention of telescoping—that is, one coach running into or through another. Besides, all cars have safety-chains attached to aid in holding them together. Patent steam heaters are used, with pipes under each seat, warming all parts of the car but avoiding danger from fire. No road could be made safer than the Lake Shore &

Michigan Southern. It may be mentioned, also, that there has been no interruption of any movement to trains by snow during the past two years.

The palace cars for this road are built for the most part at their own shops, and are conceded to surpass the Pullman cars.

Passengers, while seated in the splendid coaches, hardly realize, amid the many comforts wh'ch surround them, that they are being transported over this route at the highest rate of speed: so free are the cars from that jarring motion thnt renders many roads so unpleasant to travel upon.

For further particulars regarding the *new Time Tables*, etc., see Time Tables on other pages.

Official.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY,
OFFICE GENERAL SUPERINTENDENT,
CLEVELAND, O., Oct. 30th, 1873. }

A Station has been established at GRAND TRUNK JUNCTION, with Mr. C. A. Rathbun as Agent, for the exchange of business with the Grand Trunk Railway, the Detroit, Lansing & Lake Michigan Railroad, and the Detroit & Bay City Railroad, IN CAR LOADS.

Small lots for the line of the Grand Trunk Railway may be billed to this Station; but shipments of small lots for the lines of the other Railroads mentioned, must be billed to Detroit as heretofore, since no conveniences for transfer exist at Grand Trunk Junction.

CHARLES PAYNE,
Gen'l Superintendant.

Passengers via the Lake Shore & Michigan Southern R'y can get their meals in the eating rooms of the road at the following places:—Chicago, Laporte, Elkhart, Adrian, Cleveland, Erle, Dunkirk and Buffalo. The dining halls and eating houses at all of the above places are first class, and the traveler will be certain of obtaining warm meals well cooked, the table supplied with the best the market affords, and with the surroundings neat and pleasant to the sight, so that even the most fastidious can enjoy a meal at either of the above cities. By reference to notes on running of trains on pages 20 and 21, also 31 and 32, the reader will be able to tell at what points trains stop for meals.

Passengers wishing berths in Sleeping Coaches can secure them by telegraph or letter addressed to GEORGE B. GATES, Manager, Buffalo; A. F. HATCH, Agent Sleeping Car Line, L. S. & M. S. R'y Depot, Chicago, Ill.; or by personal application to Ticket Office, Sherman House, also southwest corner Madison and Canal streets. Be particular and state the number of berths required, the train, to what point, and the date of starting.

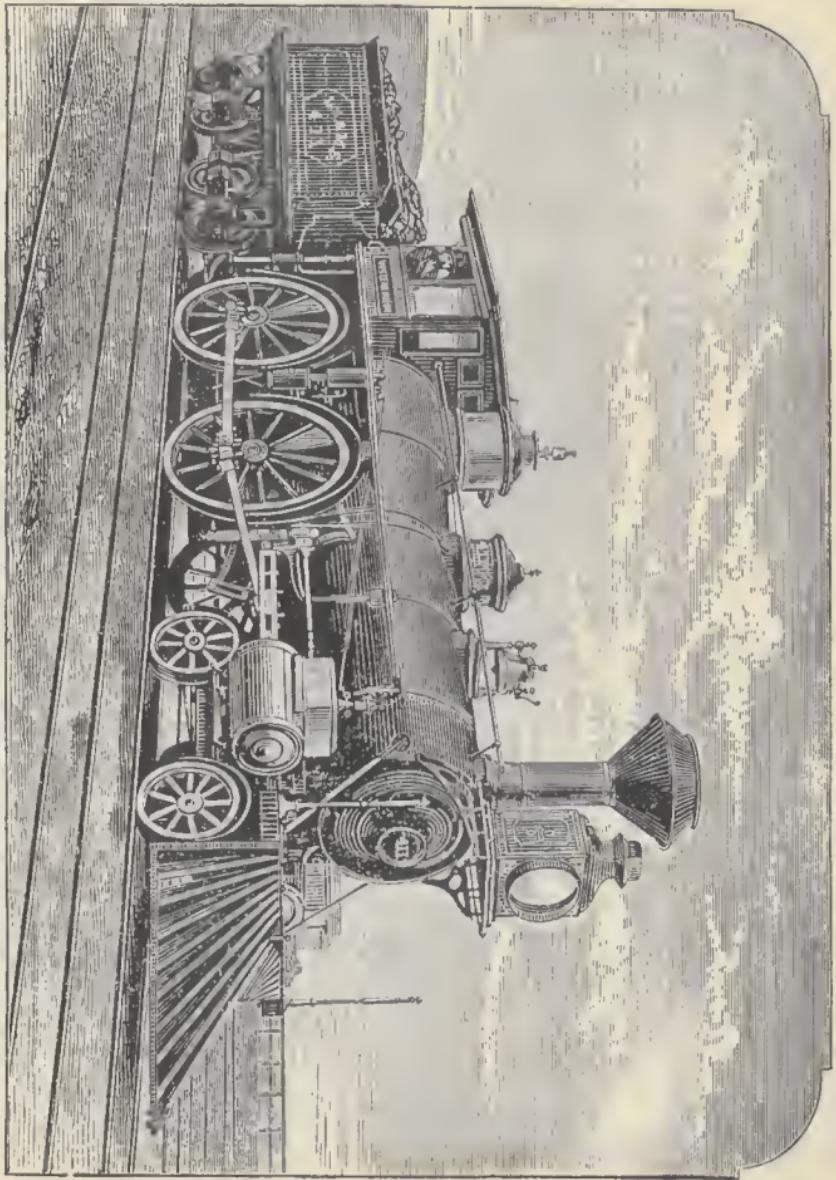
Passengers arriving in Chicago over connecting roads, and who have through tickets by the Lake Shore & Michigan Southern route, are furnished transfer tickets in omnibus without extra charge. Eastern passengers arriving via Lake Shore route, and holding through tickets for points west, are also furnished with *free* transfer tickets.

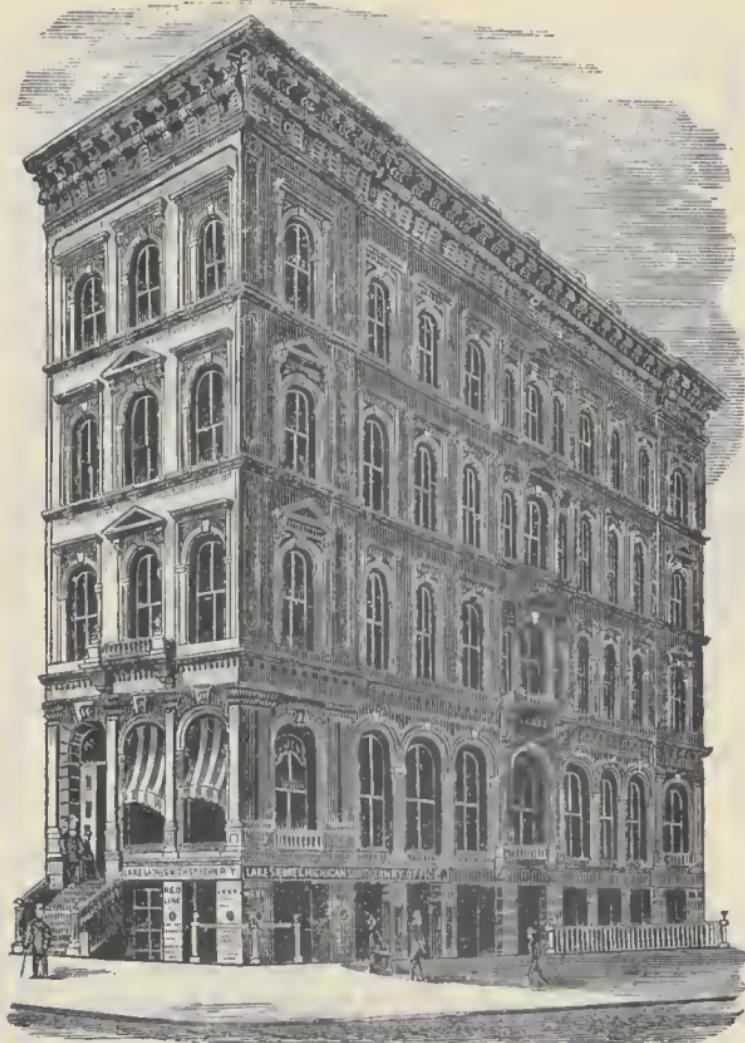
BUREAU N.Y. JOURNAL OF ART.



VIEW OF THE NEW DEPOT OF THE LAKE SHORE & MICH. SOUTH'N R'Y AT LANSING, MICH.

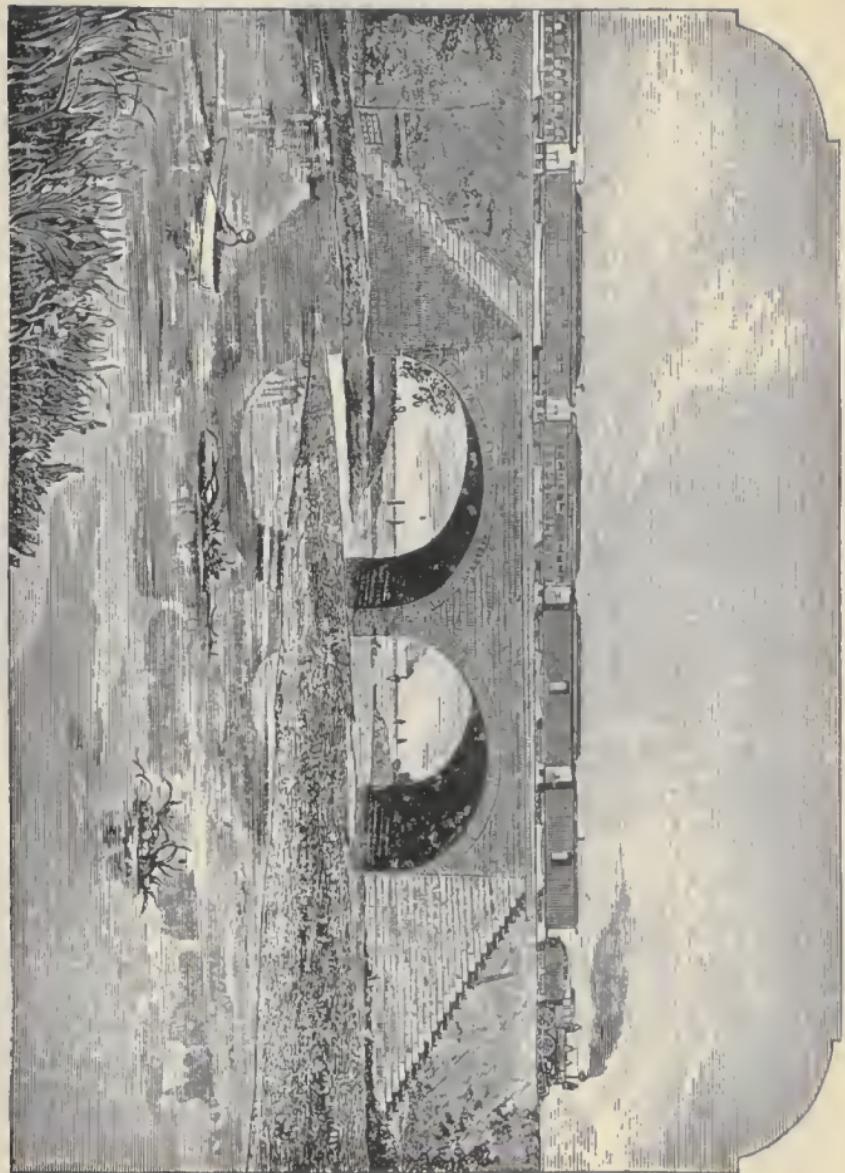
SPECIMEN OF 100 LOCOMOTIVES ADDED TO THE ROLLING STOCK OF THE I. S. & M. S. R.Y.
DURING THE PAST YEAR.





View of LAKE SHORE & MICH. SOUTHERN RAILWAY CO.'S
Ticket Office, 247 BROADWAY, NEW YORK. Head-
quarters for sale of Through Tickets to all
points West and South-West.

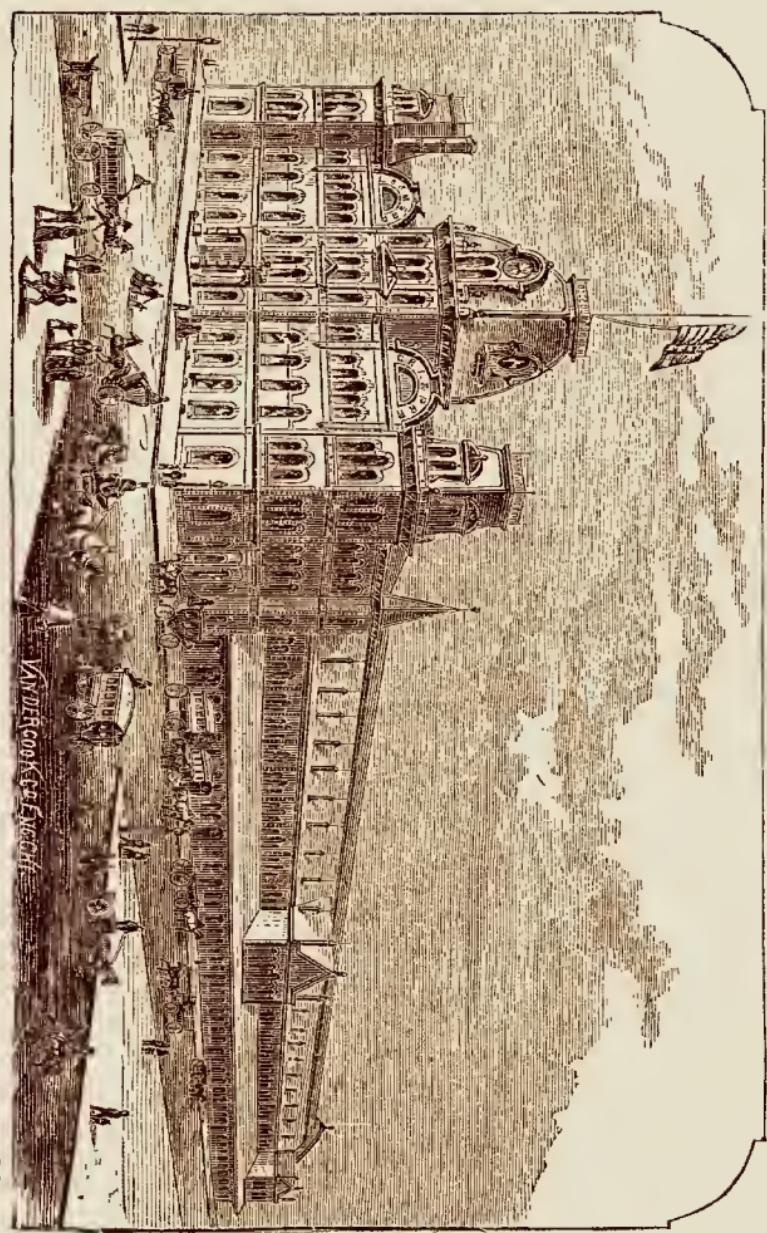
J. E. FOSTER, Pass'r Agt. A. S. WINSTON, N. Y. Agt.



DOUBLE ELLIPTICAL ARCH OVER SILVER CREEK, ON L. S. & M. S. R.Y.

VIEW OF THE NEW DEPOT OF THE LAKE SHORE & MICHIGAN SOUTH'N RAILWAY AT CHICAGO.

Its main front on Van Buren street is 182 feet 4 inches; Sherman street, 601 feet 6 inches; Harrison street, 182 feet 4 inches. The central tower on Van Buren street is 108 feet high, and the side towers 96 feet. It is the largest Railway structure in the West and was appropriately selected as the place for holding the Grand Jubilee Concerts which were given in commemoration of the rebuilding of Chicago, and is said to accommodate 40,000 people.



Stations on L. S. & M. S. R'y.

WITH POPULATION, RAILROAD CONNECTIONS, Etc.

CHICAGO—Estimated population at the present time 465,700; is the metropolis of the Northwest, the largest city in Illinois and the county seat of Cook county; situated on the southwest shore of Lake Michigan, 14 miles from its extreme southern point, and at the mouth of Chicago river. No city upon the globe can boast of more rapid or substantial growth than Chicago.

A few years ago its present site was but an Indian village. Major Long, in his expedition to examine the sources of the St. Peter's river, thus speaks of it: "The village presents no cheering prospects, as, notwithstanding its antiquity, it consists of but a few huts, inhabited by a miserable set of men, scarcely equal to the Indians from whom they are descended. Their log or bark houses are low, filthy and disgusting, displaying not the least trace of comfort. Chicago is perhaps one of the oldest settlements in the Indian country; its name, derived from the Potawatomie tongue, signifies either a skunk or wild onion; and either of these significations have been given it." Mention is made of the place as having been visited in 1671 by Perot, who found 'Chicago' to be the residence of a powerful chief of the Miamis. The number of trails centering all in this point, and their apparent antiquity, indicate that it was probably for a long period the site of a large Indian village."

In 1848 there was no railway leading to or from Chicago. The whole State had but 55 miles of railroad, extending from Meredosia, on the Illinois river, to Springfield. The Illinois and Michigan canal had just been opened, and gave the first real and great impetus to trade and prosperity of the city. Five days was then quick time in the summer between New York and Chicago. The route was by steamer to Albany; thence by rail to Buffalo; by steamer from Buffalo to Detroit; thence by the Michigan Central Railway to Kalamazoo; thence by stage to St. Joseph, and steamer thence to Chicago.

Sixteen miles of the Galena Railway were opened to Cottage Hill in 1849, and the opening of the road to Elgin on the 22d of January, 1850, was a grand affair. The Michigan Southern was the first road to reach the city from the East, in February, 1852, and the Michigan Central was opened some three or four months later. To-day Chicago is the western terminus of the Michigan Central, the western terminus of the Chicago & Michigan Lake Shore, (via the M. C. track from New Buffalo); the northwestern terminus of the Indianapolis, Peru & Chicago, (via the M. C. track from Michigan City); the western terminus of the Lake Shore & Michigan Southern: the northwestern terminus of the Pittsburg, Fort Wayne & Chicago, and the Pittsburg, Cincinnati & St. Louis; the northern terminus of the Louisville, New Albany & Chicago, and the Chicago, Danville & Vincennes, (via the Pittsburg, Cincinnati & St. Louis track); the northern terminus of the Illinois Central; the northeastern terminus of the Chicago & Alton, and the Chicago, Burlington & Quincy, (with her eleven branches); the eastern terminus of the Chicago, Rock Island & Pacific, and the converging point of the eight distinct lines of the Chicago & Northwestern Railway, (embracing 1219 miles of road in operation).

ELMORE—Population 1150; situated on the east bank of Portage river.

LINDSEY—Population 200.

FREMONT, O.—Population 5547; county seat of Sandusky county; situated on both sides of Sandusky river, near its mouth, and at the head of lake navigation on Sandusky bay; the northern terminus of the Lake Erie & Louisville Railroad, and its junction with the Lake Shore & Michigan Southern Railway.

CLYDE—Population 2000; the crossing of the Lake Shore & Michigan Southern and the Cincinnati, Sandusky & Cleveland Railways.

BELLEVUE—Population 3000.

MONROEVILLE—Population 1500; situated on the west branch of Huron river, at the crossing of the Lake Erie Division, Baltimore & Ohio and Lake Shore & Michigan Southern Railways.

NORWALK—Population 5700; county seat of Huron county. An enterprising business place; the principal streets have flag-stone pavements, and the city has introduced the "Holly" system of water works, at an expense of about \$100,000.

COLLINS—Population 1200.

WAKEMAN—Population 350; on the Vermillion river.

KIPTON—Station on the east branch of Vermillion river.

OBERLIN—Population 2500.

Sandusky Division.

MARTIN—No town.

GRAYTOWN—Population 250.

OAK HARBOR—Population 200.

PORT CLINTON—Population 1,000.

VENICE—Small town.

SANDUSKY—Population 18,007. A port of entry and county seat of Erie county; situated on Sandusky bay; an excellent harbor on Lake Erie. It is the northern terminus of the Erie Division of the Baltimore & Ohio, and the Cincinnati, Sandusky & Cleveland Railways. A tri-daily line of steamers to and from Kelley's Island and Put-in-Bay, and a daily line to and from Plaster Bed, and all landings on the bay side of the peninsula, and Port Clinton, Ottawa City, and all landings on the lake side.

HURON—Population 697.

CEYLON—Population 200.

VERMILLION—Population 721; on the Vermillion river.

BROWNHELM—Population 150.

AMHERST—Population 890.

Main Line Continued.

ELYRIA—Population 3300; county seat of Lorain county, O.; at the confluence of the two branches of Black river. There are at this point two water falls of 40 feet each, furnishing excellent water power. Elyria is noted for its beautiful scenery and fine situation; many business men of Cleveland reside here. Junction of Northern (or Sandusky) Division with Southern Division of Toledo Division, also connects with L. S. & T. Valley R. R., for Grafton, Medina, Seville, etc.

RIDGEVILLE—Population 200.

OLMSTED FALLS, (Westview P. O.)—Population 75.

BEREA—Population 2000; situated on a small stream called Rocky river, at the junction of the Cleveland, Columbus, Cincinnati & Indianapolis and the Lake Shore & Michigan Southern Railways.

CLEVELAND—Population 35,598; a port of entry and county seat of Cuyahoga county; the second city in size and importance in Ohio, and one of the most beautiful cities in the United States; situated upon the southern shore of Lake Erie, on a plain elevated some 80 or 100 feet above the lake, at the mouth of the Cuyahoga river which passes through the city—the larger portion being on the eastern bank. The city is regularly laid out, the streets being generally broad and straight, and ornamented with such a number of shade trees as to earn for it the deserved title of the "Forest City." As a commercial centre it is the terminus of the Cleveland, Columbus, Cincinnati & Indianapolis, the Erie & Toledo Divisions of the Lake Shore & Michigan Southern Railway, the Cleveland & Pittsburg, and Atlantic & Great Western Railroads.

There are transportation lines connected with the port, giving daily steamboat and propeller communication with every port of importance on the chain of lakes; and a regular line of sail vessels run between Cleveland and Liverpool via the lakes, Welland canal and St. Lawrence river.

Cleveland was settled in 1796 and incorporated in 1836. The population in 1840 was 6071, and in 1860 43,417. In 1862 rapid increase of population commenced, owing chiefly to the great extension of its manufacturing business.

EUCLID—Population 257.

WICKLIFFE—Population 75.

WILLOUGHBY—Population 876; on the Chagrin river.

MENTOR—Population 425.

PAINESVILLE—Population 3747; county seat of Lake county; situated on Grand river.

PERRY—Population 1200.

MADISON—Population 820.

UNIONVILLE—Population 200.

GENEVA—Population 1500.

SAYBROOK—Population 1425.

ASHTABULA—Population 2500; on the Ashtabula river; Junction of Franklin Division with Erie Division.

KINGSVILLE—Population 1700.

CONNEAUT—Population 3011.

SPRINGFIELD—Population 40.

GIRARD—Population 900; on Elk creek, at the junction of the Erie & Pittsburg with the Lake Shore & Michigan Southern Railway.

FAIRVIEW—Population 500; the town is about three-fourths of a mile south of the road.

SWANVILLE—Population 75.

ERIE, PA.—Population 19,700; a port of entry and county seat of Erie county; situated on Presque Isle bay of Lake Erie, midway between Buffalo and Cleveland, the north-western terminus of the Philadelphia & Erie, and the northern terminus of the Erie & Pittsburg Railroads. The harbor is one of the best and safest on the lake.

WESLEYVILLE—Population 50.

HARBOR CREEK—Population 500.

MOREHEADS—Population 50.

NORTH-EAST, PA.—Population 2000.

STATE LINE, N. Y.—Population 200; about one mile from Lake Erie.

RIPLEY—Population 1950.

WESTFIELD—Population 3060; population of township, 3649.

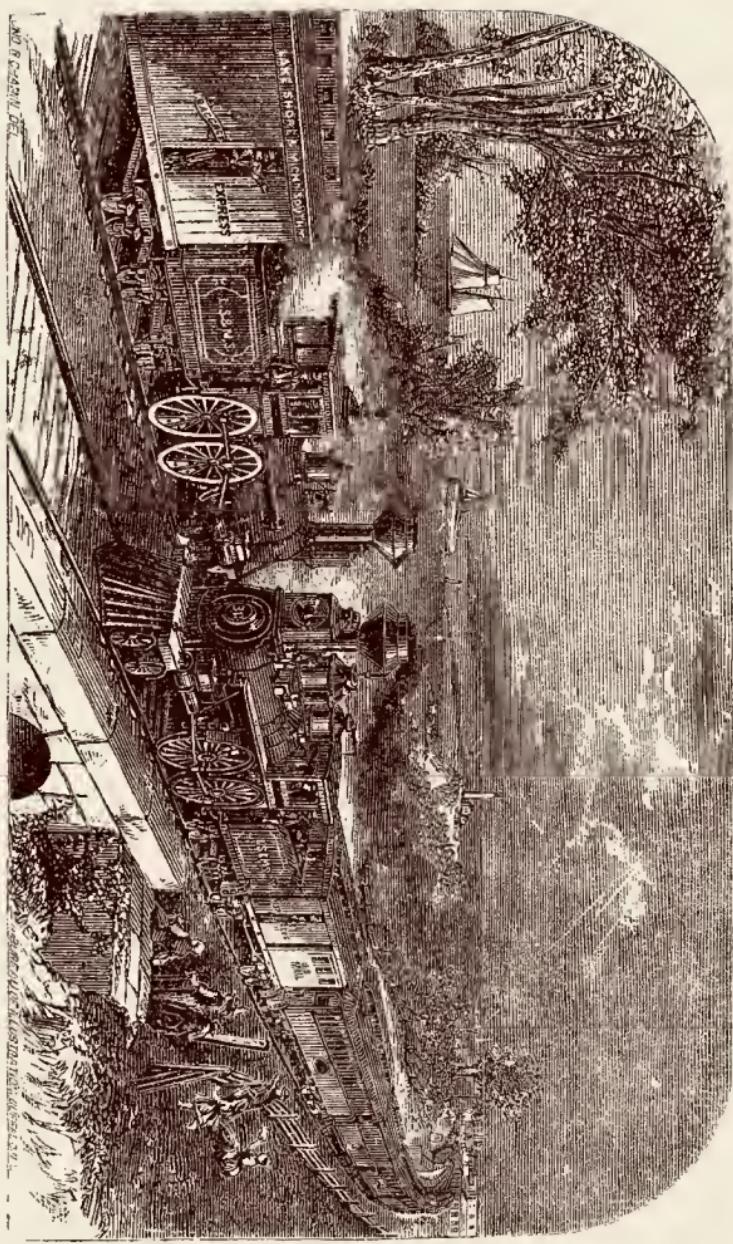
BROCTON JUNCTION—Junction of the Buffalo, Corry & Pittsburg with the Lake Shore & Michigan Southern Railway.

DUNKIRK—Population 8000; on Lake Erie, a station on the Lake Shore & Michigan Southern Railway; and the northern terminus of the Dunkirk Division of the Erie Railway.

N O T E S

N O T E S

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.



THE ONLY DOUBLE TRACK RAILWAY

Connecting with the New York Central & Hudson River and Erie Railways.

NO. 8, GRAND DEP.

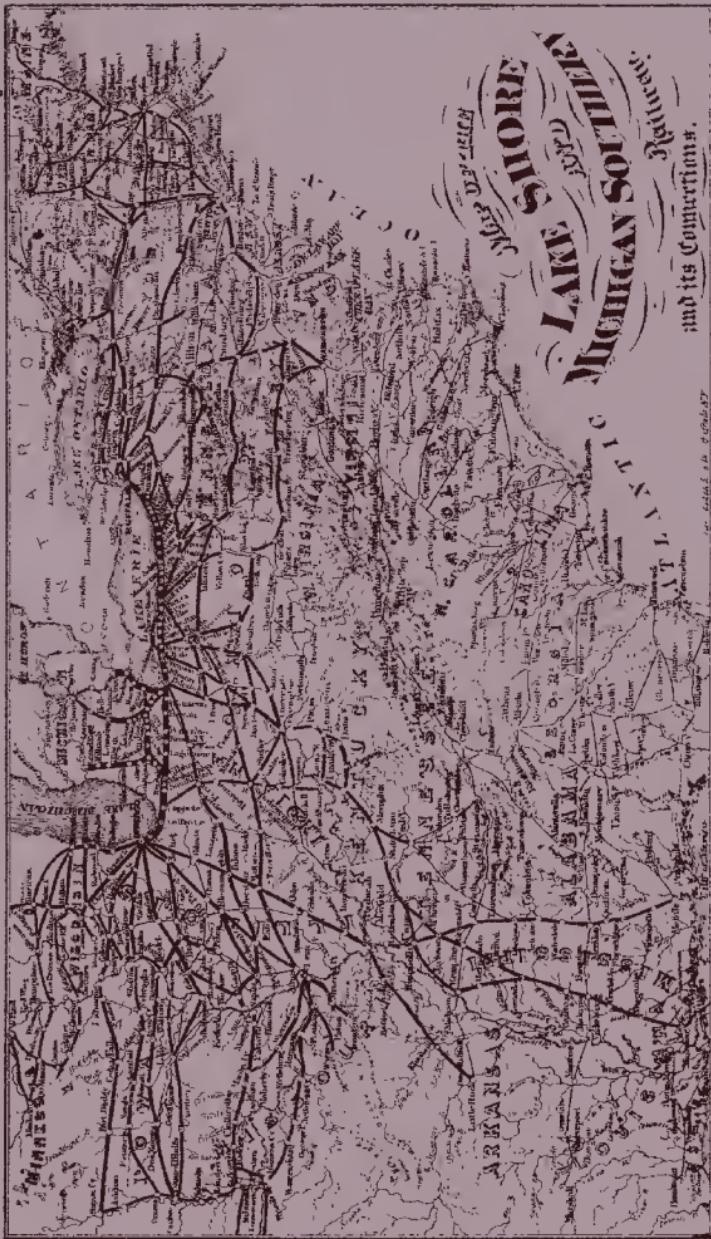


THE MAIL CARRIER OF 100 YEARS AGO.



The FLIGHT of the EAST MAIL on the
LAKE SHORE & MICHIGAN SOUTHERN RY.
The Popular Passenger Route between the EAST and WEST.
UNION DEPOTS. NO FERRY TRANSFERS. NO DELAYS.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.



THE GREAT SOUTH SHORE ROUTE.

and its Connections.

1875. Oct. 1st. 1877.